

GENTLEMEN'S DEPARTMENT.

WM. POWELL, LIMITED.

28, Queen's Road

BOOTS & SHOES:—The following Boots and Shoes are made in Northampton of the finest English leather, which is especially selected for us by a trade Expert.

Being made on American lasts they ensure Smartness and Comfort. Stocked in half sizes and two fittings.

This is absolutely the largest stock in the East.

Give us an order for a trial pair:

A GOOD ARTICLE IS WORTH A FAIR PRICE.
HERE YOU WILL FIND THE BEST.

HIGH GRADE GOODS.

Black Box Calf, whole golosh (Lace)	pair	\$13.00
" Glace Kid (Two shapes)	"	13.00
" Box Calf, Heavy Sole (Lace)	"	14.50
" " no toecap "	"	10.00
Brown Willow Calf, whole golosh (Lace)	"	13.00
" Glace Kid (Two shape)	"	12.50 & 13.00
" " no toecap "	"	11.50
" Russian Calf, Round Toe	"	12.00
" Willow Calf Heavy Sole	"	14.50
" Grain, Waterproof Shooting Boot (Lace)	"	17.50
Black Crup Shooters (Lace)	"	13.00
Patent Leather Kid Top Lace or Button	"	13.00
" Military Dress Boot, Spring Sides	"	13.00
" Oxford Dress Shoes	"	6.00 8.50
" Pumps (Court Shoes)	"	6.00 8.50
White Canvas Boots	"	6.50 Bound Leather 8.50
" Shoes	"	4.00 to 7.00
Fawn Canvas Boot, Kid Lined and Bound	"	8.50
Brown Glace Kid Shoes	"	6.50 & 8.50
" Calf Shoe	"	9.00
Black Calf Shoe	"	6.50
" Glace Kid Shoe	"	8.50
Brown Leather Shoe red rubber sole	"	8.50 10.00
White Buckskin Shoe	"	10.00
" Canvas Shoe,	"	6.00 to 8.00

Ladies' Department, 34, Queen's Road Central.

WM. POWELL, LIMITED.

28, Queen's Road

SHIRTS:—

White Dress, Centre Stud Hole	each	\$3.00	3.75	5.00	7.25
White, a Stud for Business Wear	...	...	...	...	3.25
White, Short Front	...	...	...	...	2.75
White Lawn, Soft Front	...	...	6 oz. in weight	...	3.00
Superfine White Zephyr or Cambrie,					
Soft Front Stiff Cuffs	...	...	...	...	4.00
White Twill, Silk Finish, for Tennis	...	...	...	...	3.25
White Cellular with Detachable Collar ea.	2.50	3.00	3.50	3.75	4.00
White Cellular Stiff Linen Cuffs	...	...	...	...	3.75
Finest White Zephyr Tunics (Self Stripe)	...	...	...	...	4.25
White Mar (Self Stripe) Detachable Collar	...	...	...	...	3.75
Colored Print Tunics (Fast Collars)	each	3.00	3.50	3.75	
Superior French Print Tunics, Stiff Front and Cuffs	...	...	...	...	4.50
Best Coloured Zephyr & Oxfords (Tunics) best quality ea.	4.00	4.25			
Colored Flannel Shirts, Detachable Collar	...	...	each	6.50	
" Unshrinkable	...	...	...	...	8.50

ENGLISH HANDMADE NECKWEAR.

Fly End or handkerchief Ties	each	1.00	to	2.50
Made up colored Silk Bows	...	75 cts.	1.00	1.25
Ascot Ties for Tying in a large Puff of Black Satin, Black Soft				
Silk, Black figured Silk, or Blue with White Spot Foulard ea.	2.50			
Stock Ties for Riding, etc.,	...	...	each	1.25 1.50
A large Variety of Woven Silk Tubular, Bow				
Tie, all latest patterns	...	...	each	1.00
A small Tie suitable for Bow or Knot in light				
and dark colors fine quality Silk	...	...	1.00	to
Four in hand or Derby Ties	...	75 cts.	to	2.50
Etc., Etc., Etc.				

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED.

28, Queen's Road

HALF HOSE:—

Plain Black or Navy Cashmere	pair	1.00	1.25	1.50
Fancy or Stripes, Cashmere, Silk and Wool,				
light and dark	1.50	1.75	2.00	2.25
Embroidered Cashmere for Dress Wear	pair	1.50	to	3.00
Embroidered Silk for Dress Wear	...	2.75	to	6.50
Plain Black Silk	...	2.25	to	5.00
Tan Silk and Wool, Splendid value	...	1.75		
Lisle Thread, Plain Black or White	...	1.00		
" (Openwork)	...	1.00	1.50	
Embroidered " for Dress Wear	pair	1.75		
Black Ribbed Imitation Silk	...	1.25		
Fine Black Cotton, Embroidered	...	4 doz. pairs 4.50		
Pure Natural Wool	...	1/2 Hose pair from	0.85	
Merino	...	pair from	0.40	
Warm Woollen for Winter Wear	...	pair from	1.00	
Tan Cotton " Hercules " Special	...	pair	1.00	
Hose for Shooting, Football, Cycling, Golfing				
etc., a large variety of Patterns, Scotch				
Knit	pair	2.00	to	4.50

UNDERWEAR:—

English Balbriggan	vests each	1.65	to	2.50
"	pants "	1.85	to	2.50
India Gauze	vests "	1.25	to	1.50
"	pants "	1.25	to	2.00
"	Athletic Vests, no buttons	"	2.00	
Pink or Pale Blue Wool	vests "	3.00	to	3.25
"	pants "	3.00	to	3.25
Natural Undyed Wool	vests "	2.75	to	4.00
"	pants "	3.00	to	4.25
Pure Natural Wool Unshrinkable	vests "	4.50	to	5.25
"	pants "	5.00	to	6.00

Everything for Ladies' & Children's Wear.

WM. POWELL, LIMITED.

28, Queen's Road

RUGS:—

A splendid selection of Woollen Rugs, fringed			
6.00	7.50	8.50	10.00
Reversible	...	...	9.00
Pure Wool, Scotch make	...	12.00	15.00
Tartans in all the leading Clans	15.00	17.50	22.00
	24.00	25.00	

TRUNKS & TRAVELLING REQUISITES:—

A large assortment of Trunks in various			
sizes, light or heavy weight	...	each from	17.50 to 45.00
Dress Baskets	...	each	30.00 to 40.00
Small Trunks, suitable for Cabin use, in			
American Cloth, Mail Canvas and			
Leather, prices ranging... ... each from 15.00 to 25.00			
Tin Trunks in all sizes, Sole Leather suit Cases each 28.00 to 35.00			
Fitted Dress suit Cases, sole Leather containing			
pair best quality military hair brushes, hat			
brush, clothes brush, shaving brush in bottle,			
tooth brush in bottle, razor, strop, mirror, price 50.00 to 70.00			
Gladstone Bags, best cowhide 20" to 30" ... 25.00 to 35.00			
Fitted Bags, best cowhide... ... 70.00 to 90.00			
Soiled Linen Bags with Brass Fittings and padlock 4.00 to 7.50			
Waterproof Holdalls, Umbrella Cases, etc., etc. ...			
Luggage Straps, labels, etc. at moderate prices... ...			

SUNDRIES:—

Braces \$1.00 to 3.00 pair, Links and Studs of all kinds...			
Leather Belts, ... Pigs skin 2.00	Football belts from 0.75		
Black Silk cummerbunds for dress wear	... each	3.00	3.25
Puggarees, 0.85 to 3.00... Hatguards, Armlets, etc....			

Everything for Ladies' & Children's Wear.

Shipping.

Arrivals.

Zafiro, Br. s.s., 1,611, Rodger, 7th Mar.—Manila 5th Mar, Gen.—S. T. & Co.

Robin, Br. gunboat, 85, Lt. Comdr. Vaughan, 7th Mar.—Samshui 6th Mar.

Onsang, Br. s.s., 1,787, Davies, 7th Mar.—Sourabaya and Samarang 27th Feb., Sugar—J. M. & Co.

Arratoon Apcar, Br. s.s., 2,931, Fey, 8th Mar.—Calcutta 20th Feb., Penang and Singapore and Mar, Gen.—D. S. & Co., Ltd.

Talbot, Br. cruiser, 5,006, Bazly, 8th Mar.—Chemulpo 4th Mar.

Saxonia, Ger. s.s., 3,316, Brehmer, 8th Mar.—Hamburg and Singapore 2nd Mar, Gen.—H. A. L.

Bencleuch, B. s.s., 2,692, Thompson, 8th Mar.—Singapore and Mar, Gen.—G. L. & Co.

Kwongsang, Br. s.s., 1,427, Lake, 8th Mar.—Canton 7th Mar, Gen.—J. M. & Co.

Haching, Br. s.s., 1,267, Hodgins, 8th Mar.—Foochow 6th Mar., and Amoy 7th, Gen.—D. L. & Co.

Foyle, Br. s.s., 2,690, Page, 8th Mar.—Moji 1st Mar, Coal—M. B. K.

Store Nordiske, Dan. cable s.s., 861, Suenson, 8th Mar.—from cruise.

Ocean, H.M.S. battleship, 12,950, Foole, 8th Mar.—from Mire Bay.

First Bismarck, Ger. flagship, 11,000, Friedrich, 8th Mar.—Tsingtao 3rd Mar.

Departures.

Mar. 8.

Australien, for Europe.

Armand Behic, for Shanghai, &c.

Brumary, for Japan.

Muchew, for Bangkok.

Quatra, for Takau.

Victoria, for Kobe.

Michael Jelsen, for Kobe.

Triumph, for Swatow.

Brunkilde, for Samarang.

Edendale, for Phanrang.

Bedderup, for Yokohama.

Thales, for Swatow.

Kwangse, for Canton.

Loongkang, for Manila.

Brigata, for Japan.

Chiuyen, for Shanghai.

Passengers arrived.

Per Bencleuch, from Singapore—Mr. A. R. Austin, and Mr. and Miss Kelly.

Per Arratoon Apcar, from Calcutta, &c.—Rev. and Mrs. Benah, Mr. and Mrs. Field, Messrs. Fookes, Page, Kennedy, Manness, and 560 Chinese.

Per Zafiro, from Manila—Mrs. J. C. Mahan, Mrs. Cockrell, Mrs. Melvin, Mr. and Mrs. Bohmanson and infant, Mrs. J. Worthington, Mrs. Brumina de Brito, Mrs. T. F. Gane, Misses G. and M. Gane, Mr. and Mrs. Gane, Mr. and Mrs. Garcia, Hon. D. R. Williams, Dr. F. W. Richardson, Messrs. H. Murray, E. Randal, Antonio F. Quintino, Wm. Grange, Jose Trillo, P. R. Hart, Jaime Rivero, Manuel Roizario, B. Cook, Witt, A. A. Montague, C. L. Carter, W. T. Davis, Henry Lim, Geo. E. Finlay, T. Crispin, A. Richards, Sagami H. Tegawa, S. Eslerada, and 62 Chinese.

Per Armand Behic, for Hongkong from Marseilles—Comte Pierre Heusel, and Mr. Gregorio Pimentel. From Colombo—Mrs. Veltman. From Singapore—Messrs. Ed. De Stor, Ch. Schultz, H. C. Rice, Bubb, Josef Hamerik and D. Romano. From Saigon—Mr. and Mrs. Prouchandy and 2 children, Messrs. Schmid and Laubie. For Shanghai from Marseilles—Mr. and Mrs. Ch. Cailliez, Misses Juvel and Zurn, Messrs. Caisiall, Zurn, Vitali and Potet. From Port Said—Mr. Christo Dimitri. From Aden—Messrs. Vasili and Yani. From Calcutta—Mrs. Ida Kinsbruner. From Colombo—Mrs. Berlin, Mr. and Mrs. Jack Tchilewich, Mr. and Mrs. Walestain, Vicomte d'Olone, Messrs. Abraham Carb and Nai. From Singapore—Messrs. A. Alters, W. Williams, P. Browne, Stephan, Paolo and Couppole. From Saigon—Messrs. Danion, Kerisa, Allain, Le Fur, Le Roux and Kerviste. For Kobe from Singapore—Mrs. Ste. Anatolie Lannoy, Mrs. St. Guillaume Michel, Messrs. Okuda, Imade and Kitai. For Yokohama from Marseilles—Mr. and Mrs. Kann, Messrs. E. Wallach, W. M. Motley, and Genl. Hamilton.

Per Hatching, from Foochow—Mrs. Pearson, Mrs. and 2 Misses Wolfe, Mr. and Mrs. Russell, Miss Good, Mr. and Mrs. Wood and 2 children, Misses Monfort, Palmer, (2) Masters J. and H. Palmer, W. Thom, Miss J. Thom, Master C. L. Shaw, and Mr. Wetherell. From Amoy—Mrs. Comar and 2 children, Rev. and Mrs. Wasson, and 50 Chinese.

Shipping Report.

Str. Foyle from Moji.—Heavy N.E. gale on Sunday in Formosa Strait.

Str. Tritos from Swatow.—Wind E. and N.E., stormy and very high sea on, lightning with very heavy rain.

Str. Zafiro from Manila.—Light airs and calm, clear weather till 6th inst, thence strong N.E. wind with confused beam swell till arrival.

Str. Onsang from Sourabaya.—Light N.W. winds, and fine weather to 12° N. S'ly and fine weather 12° N. to 19° N., thence to port, fresh N.E. winds and overcast.

Str. Hatching from Foochow:—Left there at 11 a.m. on 6th inst, experienced strong N.E. gale, with many weather to Amoy, thence calm to fresh W.N.W. breezes with rain, light variable air throughout.

Vessels in Port.

STEAMERS.

Vessel	From	Agents	Due
Algoa Bay, Br. b.s., 1,111, Title, 4th Mar., Hongkong 15th Feb, Coal.—B. & S.			
Amara, Br. s.s., 1,566, Matlock, 6th Mar., Moji 1st Mar, Coal.—J. M. & Co.			
Andree Rickmers, Ger. s.s., 1,020, Kohn, 7th Mar., Bangkok 29th Feb, Rice.—A. K. & Co.			
Beechley, Br. s.s., 2,864, Forsyth, 24th Feb., Mororan 12th Feb, Coal.—D. & Co., Ltd.			
Chingtu, Br. s.s., 1,459, Howie, 6th Mar., Australian Ports 10th Feb, Gen.—B. & S.			
Chowa, Ger. s.s., 1,055, Kohler, 26th Feb., Bangkok 19th Feb, Rice and Timber—B. & S.			
Chunshan, Br. s.s., 1,281, Jenkins, 4th Mar., Saigon 29th Feb, Rice and Meal.—B. & Co.			
Crusader, Br. s.s., 1,435, Brown, 11th Feb., Moji 1st Feb, Coal.—D. & Co., Ltd.			
Decima, Ger. s.s., 794, Christiansen, 6th Mar., Saigon 1st Mar, Rice and Gen.—S. W. & Co.			
Else, Ger. s.s., 903, Petersen, 1st Mar., Canton 1st Mar, Gen.—J. & Co.			
Empress of Japan, Br. s.s., 3,003, Beecham, R.N.R., 17th Feb., Vancouver 25th Jan., and Shanghai 14th Feb, Mails and Gen.—C. P. R. Co.			
Eritria, Br. s.s., 2,252, Mulcahy, 29th Feb., New York 24th Dec, Case Oil—S. O. Co.			
Fausang, Br. s.s., 1,410, Mitchell, 29th Feb., Saigon 25th Feb, Gen.—J. M. & Co.			
Fernende, Br. s.s., 2,448, Fisher, 22nd Feb., Wellington 18th Jan, and Newcastle 28th, Coal.—D. & Co., Ltd.			
Fiume, Ger. s.s., 1,500, Neker, 26th Feb., Cardiff 22nd Feb, Coal.—S. W. & Co.			
Glenaloch, Br. s.s., 1,344, Bainbridge, 1st Mar., Singapore 23rd Feb, Gen.—J. & Co.			
Teck Seng, 1st Mar., Amoy and Shanghai—Per Kwongsang, 9th Mar., 3 P.M.			
Goodurn, Br. s.s., 2,164, Nasbett, 23rd Feb., Moji 18th Feb, Coal.—B. & Co.			
Hugin, Norw. s.s., 829, Solberg, 6th Mar., Sourabaya 26th Feb, Sugar—Thoresen & Co.			
Independent, Ger. s.s., 871, Ziegler, 29th Feb., Saigon 23rd Feb, Rice—S. W. & Co.			
Ischia, Ital. s.s., 2,784, Danc, 7th Mar., Singapore 1st Mar, Gen.—C. & Co.			
Kaifong, Br. s.s., 1,024, Penefather, 2nd Feb., Swatow, Wei-hai-wei and Tientsin—Per Kansu, 10th Mar, 3 P.M.			
Leopold, Antonio F. Quintino, Wm. Grange, Jose Trillo, P. R. Hart, Jaime Rivero, Manuel Roizario, B. Cook, Witt, A. A. Montague, C. L. Carter, W. T. Davis, Henry Lim, Geo. E. Finlay, T. Crispin, A. Richards, Sagami H. Tegawa, S. Eslerada, and 62 Chinese.			
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Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 8th March.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 22nd March.
GLASGOW and LIVERPOOL	"ANTENOR"	On 24th March.
GLASGOW and LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.
S.S. "TELEMACHUS" left Singapore at noon yesterday, and is due here on the 8th inst.		

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"AJAX"	On 15th March.
"GENOA, MARSEILLES & L'POOL	"CLAUCUS"	On 15th March.
LONDON & ANTWERP	"PAKLING"	On 29th March.
LONDON & ANTWERP	"MACHAON"	On 12th April.
"GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 20th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
* Taking Cargo for Liverpool at London Rates.		

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.)	"NINGCHOW"	On 24th March.
S.S. "TYDEUS" left Victoria, B.C., on 21st inst. for Japan and Hongkong.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th March, 1904

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodity Steamer

"PAUL BEAU,"

Captain Franguel, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUSSAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual and will shortly be followed by the Steamer "CHARLES HARDOUN."

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00
Second Class European 3.00

First Class Chinese 1.50
Second Class Chinese 80

Deck 30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 6th February, 1904. [222]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Hodges, will be despatched for the above Port, TO-MORROW, the 9th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLASS, LAPRAK & CO., General Managers.

Hongkong, 8th March, 1904. [343]

FOR YOKOHAMA AND KOBE

THE Steamship

"BRINGAVIA,"

Captain Schulte, will be despatched for the above Ports, TO-MORROW, the 9th March at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th March, 1904. [310]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain E. J. Tadd, will be despatched as above TO-MORROW, the 9th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 8th March, 1904. [319]

FOR YOKOHAMA AND KOBE.

THE Steamship

"SAXONIA,"

Captain Bremer, will be despatched for the above Ports, on THURSDAY, the 10th instant at 4 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 3rd March, 1904. [326]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC,"

Captain Geo. R. Wallace, will be despatched as above on or about TUESDAY, the 23rd inst.

For Freight or further information, apply to

STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 2nd March, 1904. [317]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (With liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

About

"AFRIDI" Early in April.

For Freight and further information, apply to

DODWELL & CO. LIMITED, Agents.

Hongkong, 3rd March, 1904. [317]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain To Sail

ZAFIRO 2540 R. Rodger MANILA (DIRECT) ... SATURDAY, 12th Mar., at 10 A.M.

RUBI 2540 R. W. Almond ... " SATURDAY, 19th Mar., at 10 A.M.

PERLA 1980 A. H. Notley ... —

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 5th March, 1904. [18]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

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"INDRASAMHA" 5,197 W. E. Craven Mar. 24, 1904.

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Departures from Hongkong, on Week Days, at 7:30 A.M.; on Excursion Sundays, at 8:30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7:30 P.M.

Fare—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street. The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, No. 16, Victoria Street, Hongkong, 5th January, 1904. [16]

KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WALKER.

Leave Hongkong for Canton at 8:30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

Turpits, Pun-ti (Long)—Low Pak

English—Yeung Low Pak piece

Vegetable Marrow—Chit Kwa

Waters Cresses—Sai Yeung Choi

"Calotrops—Lan Kok

Lily Roots—Lan Ngau

Vangs—Tai Shu

E. D. ROBERTS, Inspector in Charge of Markets.

Hongkong Observatory, 2nd January, 1904. [16]

Not made of Gelatine, most delicious, because absolutely pure English Oil.

Fall directions. All Chemists.

Inset on Savaresse's.

SAVARESSE'S SANDAL CAPSULES

Not made of Gelatine, most delicious, because absolutely pure English Oil.

Fall directions. All Chemists.

Inset on Savares

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

THE WAR.

VLADIVOSTOK SQUADRON
ACTIVE.

WATCHING KOREAN COAST.

(From Our Own Correspondent.)

YOKOHAMA, 7th March,
10.45 a.m.

The Russian warships are keeping a close watch on the north-east coast of Korea. The Vladivostok squadron is cruising off Sonchin.

ACTIVITY OF THE N. Y. K.
RENEWAL OF COASTING SERVICE.

The Nippon Yusen Kaisha has chartered eighteen foreign steamers, with a total tonnage of 53,000.

The Company has announced that their services from Kobe to Korea, Kobe to Kelugand, Yokohama and Shanghai are being renewed.

The journals of the Capital express their satisfaction at this revival of trade, due to the rapid victories of Japan's Navy.

PRIZE COURT DECISION.

ADDITIONS TO JAPAN'S TRANS-
PORT FLEET.

The *Chuo* states that the Sasebo Prize Court has decided that the Russian steamers *Manchuria* and *Mongolia*, property of the China Eastern Railway Co., are now lawful prizes.

These vessels are to be used immediately in the public service of Japan, and will run to Korea as transports.

MAIL STEAMER IN
COLLISION.

P. & O. S.S. "Ballaarat" BADLY
DAMAGED.

(From Our Correspondent.)

SHANGAI, 7th March,
5.53 p.m.

On Sunday, while the P. and O. mail steamer *Ballaarat*, was passing Woosung she was in collision with the river steamer *Chang On*. The mail boat cut the river steamer to the water-edge amidship, and the *Ballaarat's* forefoot was so badly damaged that the ship will be unable to take the homeward mails.

The *Chang On* was run on shore in order to save her from sinking.

No lives were lost.

The P. and O. S.S. *Cormandel* will take the homeward mails.

(Reuters.)

The War.

LONDON, 6th March.

A St. Petersburg telegram from Vladivostok says that a bombardment occurred at 1.25 p.m. on the 6th instant. Five Japanese battleships and two cruisers were firing all their guns at a range of five miles. No damage was done, most of the 200 Lyddite shells fired failing to explode. The Russian batteries made no reply, awaiting the nearer approach of the enemy, who later on retired. The Japanese ships were covered with ice.

Considerable numbers of men are volunteering at Vladivostok and one man is selected from every two. A farms corps of irregulars is forming.

THE JAPANESE MERCANTILE
MARINE.

Mr. Hirayama, director of the Nautical College at Tokyo, gives a description of the training through which cadets detained for the Japanese merchant service have to pass. In addition to the ordinary education of a merchant officer, the cadets receive instruction in gunnery and military drill, and are considered as belonging to the Japanese Navy during their college life. There are two training ships connected with the college, and a third is building. The course takes five and a half years to complete, and at its conclusion graduates of promise and good character are sent abroad to finish their education. There are also schools at Hakodate, Oshima, Yage, Awashima, Toba, Saga, and Hiroshima, where boys are trained for the merchant service. The instruction given at these schools is not so comprehensive as that given at the Nautical College, but the pupils are required to undergo a rigorous course of training.

THE NATIONAL BANK CASE.

FURTHER HEARING.

The Chief Justice sat at the Supreme Court this morning, with a special jury and continued the hearing of the claim brought by the National Bank of China to recover from Chee On and Co., coal merchants of 22, Li Yuen East Street, and Chan Lui Chui, trading as the Wing On firm of Kobe, the sum of \$64,000 odd due on bills of exchange drawn in Japan for payment in Hongkong, which were dishonoured, and charges incurred in connection therewith.

The following special jurors were sworn—Messrs. H. E. R. Hunter (Hongkong and Shanghai Bank), W. M. Watson (J. D. Hutchinson and Company), W. J. Saunders (Union Insurance Company), H. A. Fuks (Siemssen and Company), C. H. Thompson (Ross and Company), N. Mumford (Lloyd's Register) and A. Howard (D. Sassoon & Co.).

Mr. E. H. Sharp, K.C. (instructed by Mr. H. W. Looker, of Messrs Dencon, Looker and Deacon) appeared for the Bank, while Mr. M. W. Slade (instructed by Mr. C. D. Wilkinson, of Messrs Wilkinson and Grist) represented the defendants.

Mr. Slade opened the case on behalf of the defence and argued that, on the facts as disclosed by the evidence on behalf of the plaintiff, judgment must be for defendants.

The case was again adjourned.

APPENDICITIS IN THE
CHINA FLEET.

ITS EXCEPTIONAL PREVALENCE.

Dr. F. H. A. Clayton, staff-surgeon in the Navy, has reported to the medical department of the admiralty on the prevalence of appendicitis in the China fleet. He says—From information obtained from other medical officers, as well as from my own observation, it would appear that quite an unusual number of appendicitis cases come under treatment on the China station. In two ships out here, during a period of ten months, I have had at least six cases with well-marked appendicitis and several more with symptoms referable to that part of the intestinal canal, under my own care. It has, at all events, occurred with far greater frequency than upon any other station of which I have previously had experience. It is difficult to obtain definite statistics about this disease in the Navy, as it is not specifically mentioned, but in the last three blue-books, returns of the operations performed at the three large home hospitals have been included. These show 2 operations for appendicitis in 1893, 7 in 1900, and 4 in 1901, or a total of 13 in all for these three hospitals, containing probably 2,000 beds. I do not think I am at all exaggerating in putting the number of similar operations performed at the small hospitals at Wei-hai-wei and Hongkong in the last three years at about a dozen, if not more. At Wei-hai-wei alone Staff-surgeon Thorpe has operated on seven cases in the last two years. As there can be no doubt about diagnosis in operation cases there is considerable reason for the opinion that the disease is exceptionally prevalent out here.

HARBIN: THE NEW SEAT OF GOVERNMENT. Harbin, the new seat of Government to which Admiral Alexieff, in all the pomp and splendour of his exalted office of "Viceroy of Far East," has retired from Port Arthur, is in the very centre of Manchuria and, being the key of many hundred versts of railway, and the brain which orders the coming and going of every truck and wagon, it is even more than Port Arthur, a place which will be reached for all costs by the Japanese. Its downfall would be the Sedan of Russian Far Eastern dreams, and even the Russian officer allows that the open plains which surround it can never be adequately fortified.

To day it has a Russian civilian population of nearly thirty thousand, inhabiting vast scattered groups of houses rather than any organic city. In five years time over two hundred and fifty thousand Chinese have congregated there and although many are migratory birds who go South to Shantung with the cold weather, they are all there for the summer census and must be taken into account. Harbin has flour-mills, saw-mills and brick kilns. It is Russia's distributing centre for troops, her provisions, her ambitions and her canards. In Harbin itself you feel that Russia has captured Manchuria; once outside you know that this is but an idle dream.

The town is situated upon the right bank of the Sugar River 50 miles north of Port Arthur and 400 miles west of Vladivostok and is the point from which three lines of railway branch, one leading through Siberia to Holy Russia, another to Port Arthur, while a third branch runs due west to Vladivostok. The place is mushroom growth and is still expanding. To it have come people of many nationalities, but no British, for the Briton is unwelcome everywhere where Russia has set her foot and the boasted open door is not for him.

The Russians saw the capabilities of Harbin and hence chose to make it a great centre, not only of supply but of military affairs, and now it has suddenly sprung into the position of being the seat of Government as well. It is right in the middle of one of the fairest and most luxuriant grain producing centres of the world. Approaching it from the south one passes through thousands of acres of rich land all under wheat, while away to the northward, upon the other side of the Sungari River, stretch broad grass-covered plains supporting thousands of cattle. So rich and fertile is the surrounding country that a huge army could, according to the *Shanghai Times*, be supported upon its productions and in the piping times of peace it would be capable of producing no small quota of the quantity of wheat for which civilized Europe, less bounteously blessed by Nature, is constantly clamouring.

This the Russians have been quick to see, with the result that huge flour mills have been erected and have been kept busily at work night and day turning out stocks of splendid flour, which will go a long way towards supplying the staple food required by the Russian army in Manchuria. The Railway and the River form the highways down which the wheat comes and along which it is once more despatched in the shape of flour.

But other matters have been attended to as well. Huge permanent barracks have been erected and all the necessary offices required for a large military centre and seat of government. Here it is, too, that the Railway repairing shops and construction works have been placed and they are said to be upon an immense and generous scale. Despite its mushroom growth, the town of Harbin has formed the basis of many huge fortunes and land has jumped up to a figure which would be surprising were the enormous capabilities and

future importance of the place less manifest.

To show the importance which the Russians attach to Harbin may be mentioned that a hotel, containing 100 hundred rooms, has been erected and is, in the busy summer season, full to overflowing. A theatre is also provided, while in the principal streets are shops at which everything from a diamond necklace to a pin can be purchased.

This, then, is the point to which Alexieff has retired with his Staff and it is doubtful whether the greatest land battles will be fought once the Yalu has been crossed, for not only is Harbin the key to the Russian railway system, but it is the heart of Manchuria. Once it is in Japanese hands the Russian sway in Manchuria will be at an end for all time.—*Straits Echo*.

COMMERCIAL.

Shanghai advices, dated 4th inst., report business done—Shanghai and Hongkong Wharfs at Tls. 207/204 for March, and Tls. 207 for April Indo-Chinas at Tls. 60 for March, and Tls. 60 for March from Hongkong. Farnham Boyd's at Tls. 144 for July. Shanghai Lands at Tls. 100/1 Chinese Engineering and Mining Co. at Tls. 6 B.S. Maatschappij's at Tls. 302 cash, Tls. 302/305/302 for March and Tls. 322/323/323/323/321/321/320 for June. Major Bras. at Tls. 40. Astors at Tls. 27.

FREIGHT.

Messrs. Wheelock and Co. writing from Shanghai on 3rd inst. report that the homeward freight market has passed a very dull fortnight and there is nothing of interest to report; cargo is scarce owing to various causes and they do not see any chance of improvement for some time to come. Coastwise—Since last writing several more "outsiders" have been taken up on monthly charters at remunerative rates and the demand still continues whilst there are inquiries for trip-charters in all directions with no tonnage offering; rates are therefore high all round and are likely to continue so, at any rate until the Japanese have filled their requirements of tonnage.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10
Do. demand.	1/10/16
Do. 4 months' sight.	1/10 1/16
France—Bank T.T.	2.34
America—Bank T.T.	45
Germany—Bank T.T.	1.91
India T.T.	1.38
Do. demand.	1.39
Shanghai—Bank T.T. ....	.71
Japan—Bank T.T. ....	.92
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	1.12

Buying.

4 months' sight L/C.	1/10
6 months' sight L/C.	1/11
30 days' sight San Francisco & New York	46
4 months' sight do.	46
30 days' sight Sydney and Melbourne	1/11
4 months' sight France	2.39
6 months' sight Germany	2.41
Har Silver.	1.95
Bank of England rate	4 %

OPUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New @ 900/920
" Last year @ 940/980
" Older @ 1,000/1,040
" Oldest @ 1,080/1,120
Patna New @ 1.265
Bengal New @ 1.245
Persian (Paper) @ 900/920

Per chst

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

OUR SHERRIES
ARE
GUARANTEED
PURE
XERES
WINES.
SPECIALY SELECTED FROM THE
FINEST VINTAGES.

PRICES:

	Per doz.
B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	13.50
CC. SUPERIOR OLD PALE DRY, NATURAL SHERRY, Red Seal Capsule	16.00
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	27.00

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

Hongkong, 5th March, 1904. [35]

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG
A. H. C. CODE, 4TH EDITION.

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A CHEE & CO.,
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DRAWING-ROOM,
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and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS.
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th January, 1904. [45]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. H. C. Code, 4th Edition.

A. C. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [47]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE
All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 8, 1904.

NAVAL GUNNERY.

The February number of *The National Review* contains an interesting article from the pen of Mr. Arnold White, on the recent reports relating to the sighting of naval guns. The subject has been discussed in several quarters at home, and it was thought possible that when Parliament met last month some questions would be addressed to the new Secretary to the Admiralty respecting the defective sights supplied for guns on some of the British cruisers. It will be within the recollection of many that H.M.S. *Centurion*, which commissioned at home, for the China Station, in November last, arrived here several weeks ago, and is frequently seen in the waters of the Colony. In a recent issue we stated on good authority that it is practically admitted, by the authorities at Whitehall, that the sighting of her big guns are so bad that it matters little at what object they may be pointed. Mr. Arnold White calls attention to this fact in his interesting article, and asks, should war break out before the ship reaches China, who would be responsible for the condition of her 10-inch guns? "If a Royal Commission were held on the subject of the shooting of the Navy, so vital a question as the sights of the *Centurion* could not be ignored." Soon after the cruiser left for the reinforcement of the squadron under the command of Vice-Admiral Sir Gerard Noel, Mr. Arnold White received, for publication, the following letter from a naval gunner: "En route here (Malta) our 10-inch guns have been carefully examined by Captain— and the gun very lieutenant, and it is found that the sights and elevating gear are hopelessly wrong, which means that if we go into action our main armament is practically of no use. The records show that Capt. Scott, of the *Excellent*, pronounced the ship as unfit to leave Portsmouth. We shall now be blamed for bad shooting, and perhaps held up to ridicule as the *Formidable* was. Surely, some one ought to hang for sending a ship to China with her principal weapons of attack and defence *hors de combat*." Commenting upon this, Mr. Arnold White declares that, under a properly managed Navy, it ought to be impossible to believe that any warship is put into commission, especially a commission in China, where war may break out, until the gun sights are shipshape and workmanlike. To the casual reader it will be difficult to understand how such a state of affairs can have been allowed to continue from month to month, not only without attempts made to remedy it, but apparently without attention being given to the matter. We find that the County cruiser *Donegal* was supplied with such defective sights that the officer conducting the gunnery trials declined to carry out the programme; the *Formidable* missed the target twenty-six times out of twenty-seven owing to a similar deficiency; the shooting of the heavy guns of the *Ramillies* is not to be relied upon; and, in all probability, the *Centurion* was in the same condition when her gunnery trials were carried out. It is generally admitted that shooting is one of the principal qualifications of a ship, and the Efficiency League, which brought out the facts relating to the sighting of the *Centurion*'s guns, should have the thanks of the Empire for drawing public attention to this instance of gross negligence. The British Navy is upheld by great traditions, and fostered by the instincts of a nation which is beginning to realise how much depends upon maintaining its efficiency, and yet when questions dealing with its effectiveness are brought to the notice of the authorities they are shelved and allowed to remain in *status quo* until circumstances compel immediate attention.

LOCAL AND GENERAL.

THE following appointment has been made at the Admiralty:—Lieutenant R. T. Down, to the *Tamar*, for the *Fame*, temporary, to date Oct. 28, 1903.

SUB-Lieutenant R. L. Jerman has been promoted to the rank of Lieutenant in His Majesty's Fleet, for services during the operations in North China in 1900.

General Botha maintains that the great majority of Boers are totally opposed to Asiatic labour.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE communicable diseases noticed during the week ended 5th inst. were three cases of enteric fever (two European, one of which was imported, and one Chinese), and two faint Chinese cases of small-pox.

HON. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Wong I Kwan \$20

The Austrian Government having decided to appoint a military attaché to the Austrian Legation at Tokyo, has nominated Captain Count Egon Melo Collarde-Mansfeld to the post. He left for Tokyo at the end of last month.

THE output of sugar in Java last year was very large. At Sourabaya heavy stocks of it still await shipment. These are expected to be cleared off this month, China and Japan are the best markets for the article. Korea also is a large customer.

READERS are reminded of Madam Candutti's farewell concert which takes place in St. Andrew's Hall to-morrow evening. This talented lady will be assisted by several local artists and another crowded house should welcome the performers with the same enthusiasm displayed on the occasion of Madam Candutti's first appearance in the Colony several weeks ago.

DURING the singing of the National Anthem in the course of an entertainment at Albany Ladies' College, one of the largest in Western Cape Colony, two Dutch girls pulled down the Union Jack which adorned the hall, tore it into shreds, and trampled on it, amid the applause of the others. Many of the disloyal young ladies are receiving Government grants, and this is one way in which they show their gratitude. It is stated that all except a few in the college are bitterly anti-British.

THE prizes in the gift of the *Journal of Tropical Medicine* for essays on subjects connected with tropical diseases have been awarded as follows: The Behelios Prize of £10, presented by Mr. F. R. Bellios, C. M. G., for the best article on "The System of Drainage and Sewerage (Domestic and Municipal) Best Suited for Tropical Climates," has been awarded to Captain J. W. Cornwall, I. M. S., and Major F. Smith, D. S. O., R. A. M. C., the *Grammofon* and *Buoy* is practically nil, and the former of the two last named is the only one which is as powerful as any of the Japanese armoured cruisers. If we turn now to protected cruisers, the Russians have six good ships superior to any possessed by the Japanese, and two more which may be considered fast scouts. Against these the Japanese have some twelve fairly good second-class cruisers and two third-class cruisers, but they are all comparatively small ships, the two largest and most modern being the *Chitose* and *Kasagi*, of 4,700 tons and 22.5 knots, built in the United States. In this class of ship the Russians have a distinct superiority, and though their battle fleet were defeated and the command of the sea rested with the Japanese, the powerful fast protected cruisers of the Russians and the armed vessels of the Volunteer fleet would be capable of giving much trouble to the Japanese, hampering their military movements and injuring their commerce.

The Imperial Russian Government, having examined the terms of peace demanded of China by Japan, consider that the contemplated possession of the Liao-tung Peninsula by Japan will not only constitute a constant menace to the capital of China, but will also render the independence of Korea illusory, and thus jeopardise the permanent peace of the Far East. Accordingly the Imperial Government, in a spirit of cordial friendship for Japan, hereby counsel the Government of the Emperor of Japan to renounce the definitive possession of the Liao-tung Peninsula."

The importance of this document scarcely needs emphasizing. It lays down very clearly the principle involved in any foreign occupation of Manchuria, and thus anticipates the case of Japan in the present negotiations.

What was true of the Japanese occupation in 1895 is doubly true of the Russian occupation to-day. Moreover, this menace to China and Korea is of the more serious moment to Japan than ever it was to Russia. Another point worth noting is that this statement of the views of the Russian Government in 1895 entirely disposes of the contention on which Russia bases her refusal to-day to give any assurances in regard to the integrity of China to Japan. This question, she says, is a question confined to treaty negotiations between herself and China, and consequently Japan has nothing to do with it. In 1895, however, the question was also in pure law confined to treaty negotiations between Japan and China, but it was precisely that limitation of it against which the Russians protested. Japan to-day is more moderate than Russia was in 1895. She does not seek to obtain the revocation or amendment of treaties already in force, although she might well do so in view of the 1895 precedent. All she asks for is that the treaties in force shall be observed, and that no new treaties in conflict with them shall be negotiated.

I note also that you make no reference to

the important question of railway rates in Manchuria. Even were Manchuria evacuated in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1899, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1899 Agreement equality of treatment on the railway for all foreign Powers, including Russia herself, was stipulated for. Later, however,

COUNT Muraviev fenced with the question and ultimately postponed it to a separate agreement, which has never been concluded. (See Blue Book, China No. 2, 1899, pp. 19, 2, 24, 25.) When in the following year the United States obtained its open-door policy from Russia, the railway rates question was again evaded. (China No. 2, 1900, p. 6.) Since then nothing has been done to settle it.

THE ORDINANCE.

The draft ordinance for regulating the introduction into the Transvaal of unskilled European labourers from south of 12 degrees north of the equator was published on January 7.

The draft makes provision for the appointment of a superintendent and inspectors; the prohibition of importation except under licence for the exploitation of the minerals in the Witwatersrand only; written contracts obligatory, enjoining unskilled employment only on the mines; labourers to serve licensed employers only; immediate repatriation at the close of the term of employment; transfer of contracts; return and registration prohibiting labourers trading or leasing or acquiring land and enforcing residence in the place employed except under permit; the giving of bonds for the performance of the contract; enforcing repatriation where the labourers are unwilling; empowering the Lieutenant-Governor to make regulations enforcing the conditions for the protection of labourers, etc.; and finally, nothing to prevent the introduction of British Indians for employment on the railways.

A further clause provides that no contract shall be for a longer period than three years, nor shall it be renewed for a longer period than five years, inclusive of the original period. There is no reference to the number of labourers who shall be first of all imported.

A representative of the *Volkstem* had an interview with General Botha on the imported labour question.

The General stated that far from changing his former views, he is more convinced than ever of the undesirability of importing Chinese or similar workpeople. He strongly deprecates the Boers signing any petitions on the subject, being of opinion that the solution must be first found for the native question and settled, so as to afford data of the industrial needs. Until then importation of Chinese would be a premature and dangerous experiment. He maintains that petitions are futile. In the absence of representative Government, therefore, it is impossible for the Boer leaders to accept any responsibility, which should be exclusively borne by those who wish to import the yellow danger.

General Botha maintains that the great majority of Boers are totally opposed to Asiatic labour.

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

THE WAR.

THE RUSSIAN REFUGEES.

DEPARTURE BY THE S. S. "AUSTRALIA."

At 9.15 this morning, a Naval Dockyard launch and lighter were sent off to the Italian cruiser *Elba*, and the Russian refugees from the *Varzyg* were taken away to the M. M. mail steamer *Australien*. The men looked well and hearty, their flourishing condition being the best proof of the good treatment they received on board the *Elba*. They will proceed to Colombo, as will also their comrades who were taken to Saigon by the *Pascal*. From the Isle of Spices the sailors will proceed to Russia in a vessel chartered by the British Authorities, the Japanese Government having agreed to their being liberated on parole. As the lighter left the *Elba*'s side, the Russians cheered again and again, thus showing their appreciation of the kindness shown them by their Italian comrades. The band of the cruiser played the Russian National Anthem as the men left.

THE FLEET.

H.M.S. cruiser *Zalbot* arrived from the North this morning. She left Chemulpo on the 4th inst.

THE MANCHURIAN QUESTION.

Diplomatic writes to *The Times* that perhaps the most important document in connection with the above question is the "Note Verbale" of April 25, 1895, by which the Russian Government, supported by France and Germany, called upon Japan to retrocede the Liao-tung Peninsula to China. The official text of this note has not hitherto been published. I have, however, a translation which runs as follows:—

"The Imperial Russian Government, having examined the terms of peace demanded of China by Japan, consider that the contemplated possession of the Liao-tung Peninsula by Japan will not only constitute a constant menace to the capital of China, but will also render the independence of Korea illusory, and thus jeopardise the permanent peace of the Far East. Accordingly the Imperial Government, in a spirit of cordial friendship for Japan, hereby counsel the Government of the Emperor of Japan to renounce the definitive possession of the Liao-tung Peninsula."

The importance of this document scarcely needs emphasizing. It lays down very clearly the principle involved in any foreign occupation of Manchuria, and thus anticipates the case of Japan in the present negotiations.

What was true of the Japanese occupation in 1895 is doubly true of the Russian occupation to-day. Moreover, this menace to China and Korea is of the more serious moment to Japan than ever it was to Russia. Another point worth noting is that this statement of the views of the Russian Government in 1895 entirely disposes of the contention on which Russia bases her refusal to-day to give any assurances in regard to the integrity of China to Japan. This question, she says, is a question confined to treaty negotiations between herself and China, and consequently Japan has nothing to do with it. In 1895, however, the question was also in pure law confined to treaty negotiations between Japan and China, but it was precisely that limitation of it against which the Russians protested. Japan to-day is more moderate than Russia was in 1895. She does not seek to obtain the revocation or amendment of treaties already in force, although she might well do so in view of the 1895 precedent. All she asks for is that the treaties in force shall be observed, and that no new treaties in conflict with them shall be negotiated.

I note also that you make no reference to

the important question of railway rates in Manchuria. Even were Manchuria evacuated in accordance with the very moderate proposals of Japan, the right virtually reserved by Russia to impose differential rates on her railway, in conjunction with the railway monopoly assured to her by the Anglo-Russian Agreement of April 28, 1899, would place foreign trade in Manchuria entirely at her mercy. I happen to know that in the *pourparlers* for the 1899 Agreement equality of treatment on the railway for all foreign Powers, including Russia herself, was stipulated for. Later, however,

COUNT Muraviev fenced with the question and ultimately postponed it to a separate agreement, which has never been concluded. (See Blue Book, China No. 2, 1899, pp. 19, 2, 24, 25.) When in the following year the United States obtained its open-door policy from Russia, the railway rates question was again evaded. (China No. 2, 1900, p. 6.) Since then nothing has been done to settle it.

THE OPPOSING FLEETS.

Writing to the *Navy League Journal* in February last, Admiral the Hon. Sir E. R. Fremantle gives the following interesting appreciations of Japan and Russia's sea-power in the East:—

Let us take first the battleship strength. Here, undoubtedly, the Russians have an apparent advantage. When the latter have all battleships now on passage added to the ships already at Port Arthur, they will have eight to Japan's six, mostly good vessels of fair speed and protection, but they are of different types, and it is more than doubtful if they have clean bottoms and are in all respects efficient. The *Nicolai I*, which has been mentioned as being bound to the Far East, was reported at Cherkassy on her way to the Baltic. The six Japanese ships are, on the other hand, of a uniform speed of eighteen knots, and even their two smaller ships, the *Yashima* and *Fuji*, of 12,300 tons, throw a heavier broadside than any of the Russians. They form, indeed, an exceptionally powerful homogeneous squadron

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

SEOUL, KOREA'S CAPITAL.

Close to the Seoul Railway Station rises the Terminus Hotel, just outside the wall, but we prefer to lodge in the heart of the city, where our windows will look out upon the palace. Who knows but we shall catch a glimpse of the emperor?

A string of jinrikishas picks up our luggage, and we are en route in a moment. There seems to be a thicket coming toward us—a thicket which, as we presently see, is composed of perfect mountains of faggots loaded upon the backs of docile bullocks, each carrying a load fit for an elephant. Low-bending porters, staff in hand, stagger along under burdens as heavy as those the bullocks carry—sometimes a whole tree in their grip; then, to clear the road for us, they turn aside. And here, too, are the sturdy women of the common people, and middle-class women with green dominos over their head, only their little noses showing. Oh, you veiled ladies of Islam, your fashions last longer than those of Paris. This one has flourished in China since the days of the Mings. Men pass in and out among these groups of phantom ladies; they go with sacerdotal solemnity and they are all dressed in white, with hats almost as absurd as the snovipes we have somehow learned not to laugh at. Yes and here are donkeys, with jingling bells; clumsy horses, and sedan chairs, in which you sit with your knees under your chin, as if neatly tucked away in a dog-kennel. All this motley throng of men and beasts is wriggling about beneath the broad roofed pavilion at one of the eight gates of the city.

The wall, twenty feet high, stretches far away—up hill and down dale—and there is room for several Seouls within the space it encloses. In a single zone, reaching from east to west, the 4500 thatched or tiled roofs of the capital are miserably jammed together, like the backs of a flock of timid sheep. There are no dwellings north or south of this belt on the two mountain slopes which come down to the city—the one wild and bare and exposed to the blaze of the sun, with the imperial palace at its broad base; the other extremely beautiful, with its dense and forbidding forests, descending to the Japanese quarter.

Perhaps those open spaces were intended to shelter the people of the outlying districts in time of war, and to give the Korean archers a line of defence ten miles long, which was no more than they needed. Or possibly the builder had too grand a vision of the city's future. He was a general, who came to power in the year Im-sin (1392).

THE DYNASTY.

The throne upon which had sat for three centuries the rulers at Song-Do—the dynasty which had accomplished the unification of Korea—were then transferred to Seoul, where it has till to-day been the imperial seat of the dynasty descended from that general.

The Mongol house became Ming, and has so remained throughout the Manchu period. And the emperors of Korea invariably marry daughters of the Ming family. Ming was the aunt of the present emperor, the late wife of the crown prince. Ming, consequently, the entire throng of functionaries, whose power would vanish if the matrimonial privilege of the noble family, so long the breeder of kings, should fail into decay.

But now we come to the door of the palace. Within its walls a child seven years old is being brought up almost like a European. His mother Mme. Em—a favourite of the emperor—has not a drop of Ming blood in her veins, and yet is acclaimed as empress by the powerful party of Yi-Yong-Ik. The Mings are getting their eyes open!

In the square, two French hotels, side by side, bid against each other for patronage, hailing passers-by with the vociferations of an American phonograph. May they hope that the Trans-Siberian will bring them guests? The climatological tables in the Seoul Observatory—as the doctor at the Russian legation fancifully calls his establishment—shows that most of the year is either intolerably hot or insufferably cold.

A notice in my room reveals one of the discomforts of the city: "Owing to the difficulty of procuring water, a bath costs one yen (fifty cents)." Yet the Han River is not far away, and is easily reached by trolley. Another notice in the dining-room portends an equal difficulty in procuring ice—and also mutton, so we sometimes get three courses of beef in one meal.

A VIEW OF THE SOLDIERY.

In the morning I leap out of bed, wakened by the strident crowing of roosters and the incessant blare of trumpets. Soldiers are coming out of the palace—hosts of soldiers. They are equipped in modern style, like the Japanese. And this is why—so says the Russian minister at Seoul—they evince a shocking tendency to salute a uniform resembling that of the Japanese troops of the city in preference to all others. They stride past in martial array, armed with Murata, Gras and Remington rifles, their bayonets bristling savagely. I should have been quite alarmed had I not been told that the officer who purveyed these arms had not delivered the bayonet sheaths; instead, he made off with them and profited handsomely by the trick.

Every morning the troops scamper to and fro as if they were running to a fire, without any attempt at orderly marching, bumping into the sentinels at the street corners. Perhaps these incessant lines of men go back whence they came, only by a different door and to give an exaggerated impression of their numbers, after the manner of a provincial opera company—and I was at first inclined to believe that Korea indulges in this uproarious clatter to keep up its courage. A timid traveller whistles on a dark night.

But in an interview with the Korean officer in charge of the military school I was made aware of the past army he had encountered. There are six thousand soldiers in Seoul. Their wages have to be promptly paid, and in these trying times they have actually been increased from twenty cents a month to forty. Alas that such misfortune should fall to the military passion in civilians! Last August, when eight thousand new recruits were wanted they had to be got by force; each recruit went out into the street, and, collaring a twenty-year-old, dragged him to the barracks. This was easy at first, but presently the youngsters of Seoul became so panic-stricken that only women could be found in the streets.

So, before the enforced military service laid its yoke upon all masculine necks from seven to forty years old, a decree was issued with a view to prepare the public mind for what was coming: "A Power without an army is no Power at all." When danger comes, we seem to resemble a crowd of market folk rather than an army of organised troops. We must return to the customs of the older days, when, in case of mobilisation, prefectures and county districts marshalled trained soldiers and controlled them

as the arm controls the hand. This is what the foreigners do. When shall we therefore reorganise our recruiting officers. The Government must rely upon the people as absolutely as the people rely upon the Government, in the same way as the human body is defended and protected by the intelligence of the head and the strength of its members."

In default of a census, we put the population of Korea at about ten million—a figure midway between the 15,000,000 of Cuvelier's estimate and the 6,000,000 of Berteaux's. The army which is to be built up in Korea will be hardy and indefatigable. It will suffice to enlist and drill the street porters and drivers of beasts of burden to secure the nucleus of a strong infantry force. As for marksmanship, they are of the very first rank; without recalling the two episodes of the nineteenth century in which Frenchmen and Americans learned this to their cost, I need only refer to their target practice and their skill in hunting. A Korean never misses a tiger or a leopard. And in the game of archery at range of two hundred yards, his arrow goes straight to the mark.—*Japan Daily Advertiser*.

THE CRY OF THE NERVES.

WHY DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE CURE NEURALGIA.

Neuralgia has been described by an eloquent medical writer as

THE CRY OF THE NERVES FOR FOOD.

The food of the Nerves is Blood. You may want Neuralgia with laudanum or soothng drugs. But to cure Neuralgia you must feed the Nerves. Dr. Williams' Pink Pills for Pale People make new blood. They are not a cure-all; they profess to do just this—to make blood as nothing else can make it. To take them is equivalent to forcing new blood directly into the veins at every dose. All the wonderful cures Dr. Williams' Pink Pills have wrought have been achieved in this way. This is how they have cured Neuralgia, and the dreadful nervous diseases allied to it—St. Vitus' Dance, Paralysis, Locomotor Ataxy. This is how they have cured Anemia and all that it leads to—Consumption, Indigestion, Weakness, Fits, and the manifold pains of woman, all due to lack of blood; and Rheumatism, Kidney disease, Eczema, Skin Eruptions, Scrofula, all due to bad blood.

Mrs. Daniel Dinnick, of the Manor House, Manor-road, Fratton, Portsmouth, England, is a lady whom Dr. Williams' Pink Pills have cured of Neuralgia, simply by feeding the outcrying Nerves. She said:—

"I was for a long time a terrible sufferer from Neuralgia. This trying complaint first came on about three years ago. I took all sorts of medicines and other things recommended me, but they did not do me any good. The Neuralgia was so severe that it made me feel quite run down. I had no appetite, and became dreadfully weak, so that I could do scarcely anything at all. I was lying beside myself with the pain I had to endure, and all at once cried on account of my agony.

"Some twelve months ago I read in the papers about Dr. Williams' Pink Pills for Pale People having cured a case which I thought as exactly like mine.

"No sooner had I taken a few doses than I found they had done me a lot of good. The improvement being very marked after I had taken half of the first bottle. I continued with the pills until I had finished the bottle, and the cruel pain entirely disappeared. I deemed it advisable to continue taking Dr. Williams' Pink Pills, as they had already done me so much good. Altogether I took three bottles of them. By this time I was thoroughly restored to my former good health; and after the lapse of several months none of the old painful symptoms have returned, I am thankful to say."

Pills post free from Williams' Medicine Company, Holborn-viaduct, London, for 2s. 9d. or six bottles for 13s. 9d.

[25]

Auctions.

 PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, TO-MORROW, (WEDNESDAY), the 9th March, 1904, at 10 A.M.,

at H. M. NAVAL YARD, SUNDAY NAVAL AND VICTUALLING OBSOLETE AND CONDEMNED STORES,

Comprising:—BOATS ENGINES, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, IMPL.

MENTS, &c. Catalogues will be issued.

TERMS OF SALE:—As customary.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 8th March, 1904.

[327]

PUBLIC AUCTION.

THE Undersigned have received instructions from R. T. WRIGHT, Esq., to Sell by PUBLIC AUCTION,

on THURSDAY,

the 10th March, 1904, at 2.30 P.M., within his residence No. 10, Macdonnell Road,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

MOROCCO and TAPESTRY-COVERED SOFAS and CHAIRS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS,

DINNER WAGGONS, TEAKWOOD SIDE-

BOARD with BEVELLED GLASS, DOBLE BRASS-MOUNTED IRON BED-

STEAD with WIRE and HAIR MAT-

TRESSES, MARBLE-TOP WASHSTANDS,

TEAKWOOD DRESSING TABLE with BEVELLED GLASS, WARDROBES,

GLASS and CROCKERY WARE, COOK-

ING STOVE and UTENSILS, &c., &c., &c.

ALSO

A large number of PALMS and FLOWERS in Lots.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers,

Hongkong, 3rd March, 1904.

[328]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Pickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says:

"We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine, modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

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Hongkong, 2nd April, 1903.

AN APPEAL.

THE SUPERIORRESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Clothes' Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing Cambric Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Also

A large number of PALMS and FLOWERS in Lots.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers,

Hongkong, 3rd March, 1904.

[328]

Intimations.

THE WINDSOR GARDEN AND RESTAURANT

is now under European management.

THE attendance will be found satisfactory.

MEALS AT ALL HOURS.

PRIVATE PARTIES, DINNERS, PICNICS, &c., &c., &c., can be arranged for through the Managers.

The Scenery and View from the Garden are the finest in Hongkong.

CARRIAGES on hire at moderate price.

WONG-NEI-CHONG ROAD, (HAPPY VALLEY), Past the Race-Course.

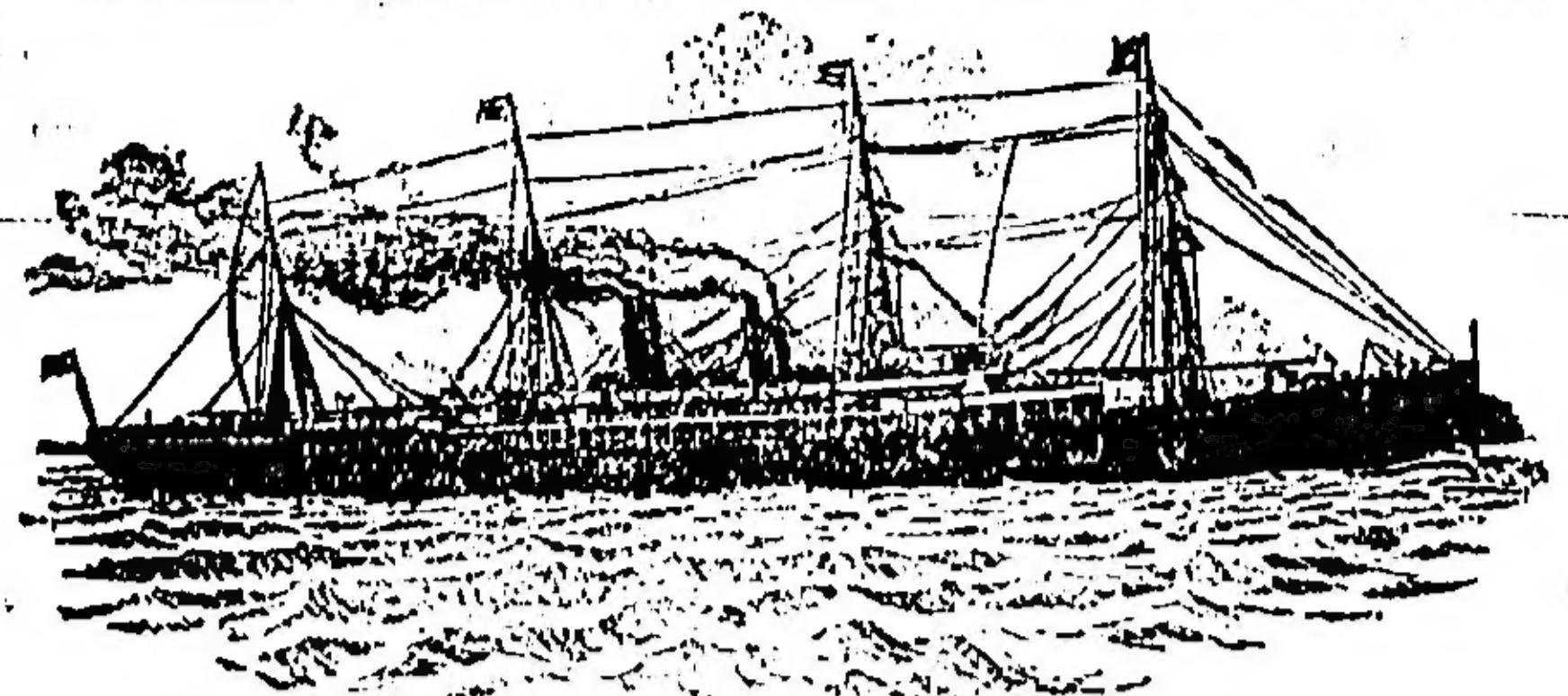
JACOBS & HUBER, Proprietors,

Hongkong, 5th March, 1904. [336]

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PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
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TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
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PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	THURSDAY, 10th March, at Noon.
"GAELIC"	4,705	SATURDAY, 19th March, at Noon.
"CHINA"	5,060	TUESDAY, 5th April, at Noon.
"DORIS"	4,784	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,184	SATURDAY, 30th April, at Noon.
"GOPTIO"	4,352	SATURDAY, 7th May, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; to days, 15 hours.

THE P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 10th March, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

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Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

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The largest and steadiest and fastest passenger ships on the Pacific.

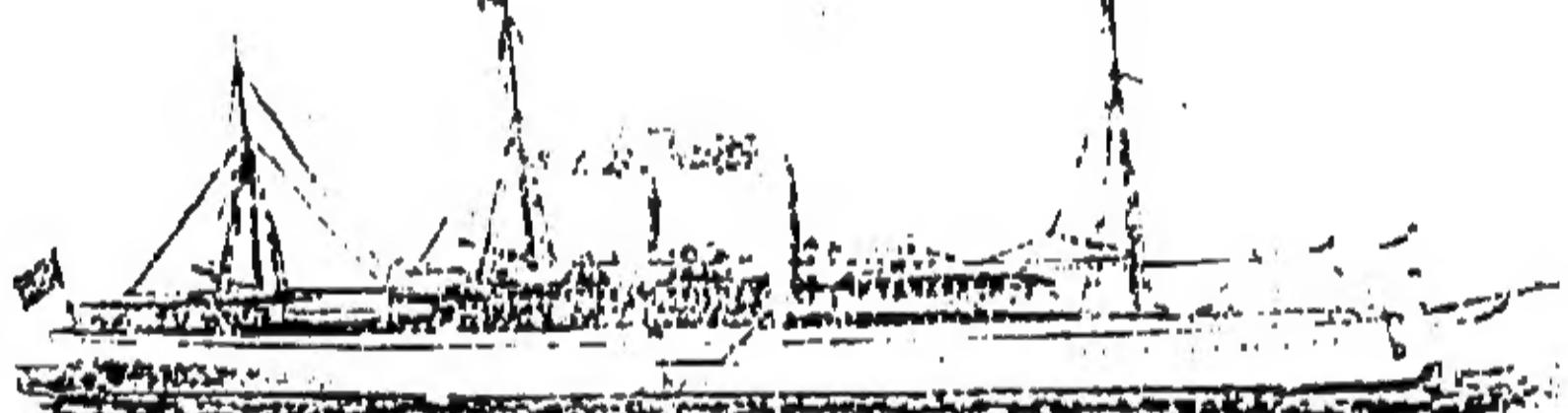
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

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E. W. TILDEN, Agent.

Hongkong, 24th February, 1904.

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(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

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SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

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Hongkong to London, 1st Class, £10. vid St. Lawrence £60. Vid New York £62.

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THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

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D. E. BROWN, General Agent,

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SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

BAMBERG	HAVRE and HAMBURG.	21st March.	Freight.
Mittelfeld	(Calling at SINGAPORE and PENANG).	22nd March.	Freight.
SAMBIA	HAVRE and HAMBURG.	5th April.	Freight.
Lüding	(Calling at SINGAPORE and PENANG).	10th April.	Freight.
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Brock	HAVRE and HAMBURG.	HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.	16
ARTEMISIA	(Calling at SINGAPORE and COLOMBO).		
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MARBURG	(Calling at SINGAPORE and PENANG).		
Stem	HAVRE and HAMBURG.		

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Hongkong, 8th March, 1904.

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KOWLOON.

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Proprietor and Manager.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

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HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons. Captain H. D. Jones.
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"HANKOW" 3,973 " C. V. Lloyd.
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Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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HONGKONG-MACAO LINE.

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Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12.30 P.M.

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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

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Hongkong, 25th January, 1904.

Intimations.

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FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERY FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

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Hongkong, 1st November, 1902.

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Apply to JACK E. ELLIS, 17a, Queen's Road Central, 1st Floor.

Sole Agent for E. M. RICHARDSON in China.

Hongkong, 27th February, 1904.

H. M. Victualing Yard, Hongkong, 4th March, 1904.

[330]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO., Hongkong, 10th January, 1903.

[34]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

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[50]

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4480.

日二廿月正年十三緒光

TUESDAY, MARCH 8, 1904.

號八月三英港香

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THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

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NAGASAKI LONDON,
LYONS NEW YORK,
SAN FRANCISCO HONOLULU,
BOMBAY SHANGHAI,
TIENTIN NEWCHWANG.
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THE LONDON JOINT STOCK BANK, LTD.
PARKS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
Hongkong Branch—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.
On fixed deposits for 12 months at 5 per cent.
6 " 4 "
" 1 " 3 "
TARO HODSUMI,
Manager.
Hongkong, 11th September, 1903. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

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E. Goetz, Esq. H. W. Slade, Esq.
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MANAGER:
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BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 20th February, 1904. [22]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.—

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [23]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £324,374
HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. J. Focke, Esq.
Creasy Ewens, Esq. G. C. Maxon, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed 5 %
Hongkong, 4th February, 1904. [24]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISC INTO GESELLSCHAFT.

INTEREST allowed on Current Account
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 1st September, 1903. [25]

TO LET.
NO. 1, RIPPON TERRACE in FLATS.
No. 4, RIPPON TERRACE.
No. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground,
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWN No. 34, BLUE BUILDINGS.
No. 10, MACDONELL ROAD.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st February, 1904. [26]

Military Band during dinner on Saturday Nights.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37—about £1,640,000.
CAPITAL AND SURPLUS AUTHORISED
GOLD \$10,000,000 = £2,055,000.

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SAN FRANCISCO, WASHINGTON,
MEXICO, MANILA, SHANGHAI, SINGA-
PORE, YOKOHAMA, BOMBAY,
CALCUTTA
AND AGENTS ALL OVER THE WORLD
LONDON AND CONTINENTAL
BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.,
CREDIT LYONNAIS, DRESSENER BANK,
COMPTOIR NATIONAL D'ÉS COMpte
DE PARIS, &c.

THE Corporation transacts every Description
of Banking and Exchange business,
receives Money in Current Account and issues
Fixed Deposit Receipts either in Gold or
Silver at Rates which may be ascertained on
Application.

HONGKONG BRANCH:
20, DES VIEUX ROAD CENTRAL,
CHARLES R. SCOTT,
Manager.
Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.
Branches and Agencies,
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THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at the Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.

4 % " " 6 "
5 % " " 12 "

E. W. RUTTER,
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Hongkong, 12th August, 1903. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
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CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £725,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 4 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 "
3 " 2 "

T. P. COCHRANE,
Manager.
Hongkong, 24th December, 1903. [24]

HOTEL.

KING EDWARD
HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.
Electric Fans (if required).

Electric Passenger Elevator to each Floor.
Table D' Hotte at Separate Tables.

For Terms, &c., apply to the

MANAGER.
Hongkong, 22nd October, 1902. [3]

TO LET.
NO. 7, WYNDHAM STREET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice
Houses, 4 Rooms, Bath Rooms, Out-
houses and Verandahs. Only \$40 inclusive
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WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.
And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.

Hongkong, 26th February, 1904. [49]

NOTICE

TO THE WEARIED.

There is no nicer place to spend a few days in quiet rest, than

MACAO.

And there is no more comfortable Hotel in the Far East, than the

MACAO HOTEL.

WM. FARMER,
Proprietor.

Hongkong, 4th December, 1903. [26]

TUESDAY, MARCH 8, 1904.

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號八月三英港香

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FOR STEAMERS. TO SAIL ON REMARKS.
YOKOHAMA VIA SHANGHAI, MELACCA, About 8th Freight and
MOJI and KUBE, A. F. Street, March Passage.
Passing through the Inland Sea.

LONDON, &c. BALLAARAT, Noon, 12th See Special
C. R. Longden, R.N.R., March Advertisement.

SHANGHAI SIMLA, About 12th Freight and
F. R. Summers, March Passage.

LONDON and ANTWERP VIA SINGAPORE, PENANG, BORNEO, About 17th Freight only.
COLOMBO, PORT SAID and G. W. Gordon, R.N.R., March

MARSEILLES.

For further Particulars, apply to
E. A. HEWEIT, Superintendent,
Hongkong, 4th March, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

ROON, WEDNESDAY, 16th March.

PREUSSEN, WEDNESDAY, 30th March.

HAMBURG, WEDNESDAY, 13th April.

PRINZ HEINRICH, WEDNESDAY, 27th April.

OLDBURG, WEDNESDAY, 11th May.

BAYERN, WEDNESDAY, 25th May.

SACHSEN, WEDNESDAY, 8th June.

ZIETEN, WEDNESDAY, 22nd June.

SEYDLITZ, WEDNESDAY, 6th July.

PRINZ REGENT LUFTPOLD, WEDNESDAY, 20th July.

* Steamer of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 16th day of March, 1904, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 14th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 15th March, and Parcels

will be received at the Agency's Office until NOON, on TUESDAY, the 15th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 5th March, 1904. [13]

Intimations.

LANE, CRAWFORD & CO.

THE FAVOURITE BRAND FOR TWENTY YEARS.

NAPIER JOHNSTONE'S BOTTLE WHISKY.

NAPIER JOHNSTONE'S BOTTLE WHISKY.